

No. 6408	號八零百四千六第	日五十月五年寅戊緒光	HONGKONG, SATURDAY, JUNE 15 <sup>TH</sup> , 1878.	六拜禮	號五十月六英	港香	PRICE \$21 PER MONTH
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## INTERNATIONAL

FOR MANILA: AMONG

**T**HE MAIL, SATURDAY, MAY 11, 1878.  
THE Departure of the Steamship  
"MACATAN"  
for the above Port, has been POSTPONED  
until Noon TO-DAY.  
For Freight or Passage, apply to  
RUSSELL & Co.  
Hongkong; 16th June, 1878. (10)

**T**HE STEAM TO YOKOHAMA.  
THE P. & O. S. N. Co.'s Steamship  
"ORISSA"  
will leave for the above place at 4 P.M. TO-  
DAY, the 15th instant.  
Superintendent.  
ADAM LIND, Agent.  
Hongkong, 14th June, 1878.

**T**HE STEAM TO SHANGHAI.  
THE P. & O. S. N. Co.'s Steamship  
"TEKERAN"  
will leave for the above place at Noon TO-  
MORROW, the 16th instant.  
Superintendent.  
ADAM LIND, Agent.  
Hongkong, 14th June, 1878.

**W**ANTED, by the Advertiser, new  
Machines, and a STOCK OF FINEST  
CHINESE or JAPANESE Goods, in a Store  
thorough or any part, in China or Japan. Go  
to references. Can leave present employment to  
mediate. Address, G. R. N., care of Daily  
Press Office.

**NOTICE**

**THE INCORPORATED RESPONSIBILITY OF MESSRS. S. & D. DAVIS** in our Firm at this Place and in China, CEASED on the 31st December 1875.

E. D. SASSOON & Co.  
HONGKONG, 14th June, 1878. (10)

**FOR SALE**

**A POWERFUL LAUNDRY**

A. This is a good opportunity for a man of investment of Capital, which would pay a large profit, and at the same time prove a public benefit to the Colony.

For Particulars, apply to  
A. E. VAUGHAN.  
HONGKONG, 15th June, 1878. (10)

**HOTEL DE L'UNIVER**

The above Hotel, having undergone some repairs, is now READY to receive VISITORS.

HONGKONG, 10th June, 1878. (10)

**WANTED, A YOUNG MAN** (German) for **SHIPCHANDER BUSINESS** in the Philippines. Apply, by letter, to "E.", care **Daily Press Office**.  
HONGKONG, 26th May, 1878. [1mc]

**HONGKONG AND CHINA GAS CO.**  
**PANY, LIMITED.**

The **TRANSFER BOOKS** of this Company will be **CLOSED** from the 18th to 28th instant with days **SHUT OUT**.

**THOS. D. C. PARKER,**  
Acting Manager.  
Hongkong, 5th June, 1878. [2439]

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**NOTICES TO CONSIGNEES.**

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**THE BRITISH BANK & PER. ARDUAN**  
FROM LONDON.

**CONSIGNEES** of Cargo by the above-named Vessel are requested to send their Bill of Lading to the Underinsured for Countersignature, and to take immediate delivery of the Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

**MEYER & Co.,**  
Agents. In London

**Hongkong, 15th June, 1878.**

**NOTICE TO CONSIGNEES.**

**THE BRITISH BARK "ELIZABETH"  
CHILD, FROM HAMBURG.**

**CONSIGNEES** of Cargo by the above-named Vessel are requested to send their Bill of Lading to the Underinsured for Countersignature, and to take immediate delivery of the Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Consignees are also informed that before all  
 cargo can be obtained, they will be required to  
 sign the Advance Deposit and to give approval  
 Guarantee for Contribution to General Agency  
 MAYER & Co.,  
 Agents,  
 Hongkong, 13th June, 1878. [101]

TO CONSIGNERS OF OPTIONAL CARGO  
 EX O.S.S.CO'S S.S. "ACHILLES"  
 FROM LIVERPOOL

SHIPPING Orders must be obtained from  
 the Underwriters not later than the 17th  
 instant for shipment per STEAMER "SUNTER"  
 BUTTERFIELD & SWIRE, Agents,  
 Hongkong, 13th June, 1878. [96]

FROM HAMBURG AND SINGAPORE  
 THE Steamship  
 "ASIA"  
 C. J. Djernp, Master, having arrived, Com

Agents of Cargo are hereby informed that the  
 of Cargo are hereby landed at their risk and storage  
 in the Godowns of the Wharves or Boats, whether  
 from the Wharf or Boats delivery may be ob-  
 tained.  
 will be subject to suit.  
 Cargo Insurance has been effected.  
 Bills of Lading will be countersigned by  
 STEINSEN & Co., Agents.  
 Hongkong, 12th June, 1878. [102]  
 FROM LONDON AND SINGAPORE.  
 "MIKADO"  
 The Steamer  
 having arrived from the above Ports, Consignees  
 of Cargo are hereby informed that their Goods  
 with the exception of Opium, are being land-  
 ed at their risk upon the Godowns of the Under-  
 signed, whence " " from the Wharves or Boats  
 may be obtained.  
 Consignees of Cargo will be forwarded unless no-  
 tified to the contrary.

to the contrary be given before 2 P.M. TO-  
DAY, the 10th instant.

No cargo remaining undelivered after the 15th  
instant will be taken on board their risk at the  
No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
J. ARDINE, MATHESON & Co.  
Hongkong, 10th June, 1878. [12065]

STEAMSHIP "AVA."  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

CONSIGNMENTS of Cargo per Steamship  
"GANGNE." from London, in connection with the above  
steamer, are hereby informed that their Goods  
must be landed on board their risk at the  
Company's Godowns, whence delivery may be  
obtained immediately after landing.

Optional Cargo will be forwarded on unless

TO-DAY, the 10th instant, at Noon, requesting it to be landed here.  
Bills of Lading will be countersigned by the undersigned.  
Goods remaining unclaimed after SATURDAY, the 15th June, at Noon, will be subject to rent and landing charges.  
No Fire Insurance has been effected.

H. DU POUEY



## NOTICE.

THE undersigned, having become LESSEE of the "HONGKONG DAILY PRESS" and the business connected therewith, will conduct the same on his own account from this date.

R. CHATTERTON WILCOX,  
Hongkong, 1st January, 1878.

## NOTICE.

**A. S. WATSON AND CO.**  
FAMILY AND DISPENSARY  
CHEMISTS.  
By Appointment to His Excellency the Governor and His Royal Highness the DUKE OF EDINBURGH.  
WHOLESALE AND RETAIL DRUGGISTS  
PATENT MEDICINE VENDORS.  
DRUGGISTS' SUPPLIERS.  
And  
AERATED WATER-MAKERS.  
SHIPS' MEDICINE CHESTS REFITTED.  
PASSENGER SHIPS SUPPLIED.

Notice.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. Watson and Co., or to HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.  
Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name. Correspondents are requested to forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

**BIRTHS.**  
At St. John's Church, Aberdeen, on the 12th April, the wife of Mr. J. CHAMBERS, formerly of Hongkong, of a daughter.  
At Glasgow, on the 17th April, the wife of Captain Wm. WATTS, formerly of Hongkong, of a daughter.  
On June 4th, 1878, at St. Paul's College, the wife of AUGUST J. MAY, of a son (survived by birth only a few hours).

**MARRIAGE.**  
On the 5th May, at St. Paul's Church, Westfield, York, by the Rev. R. N. HERR, WILLIAM WOOD, late of Hongkong, to ELIZABETH WATSON, second daughter of the late William WATSON.

**DEATHS.**  
At Shanghai, on the 28th May, Minnie T. G. SAVAGE, aged 85 years.  
On the 30th ultimo, at No. 1, Canal Road, Hongkong, Captain C. F. DEWEY, late Chinese gunboat Captain.  
At Hongkong, on Saturday, June 1st, at 4 o'clock a.m., ALEXANDER EDWARDS, infant son of Captain David Edwards, steamship Yeddo, aged 1 month 11 days.  
At Shanghai, on the 8th instant, Mr. WALTER FRANKLIN, Secretary to the Shanghai General Chamber of Commerce.

## The Daily Press.

HONGKONG, JUNE 15TH, 1878.

The proposed emigration scheme from China to Peru has come to a deadlock. The Peruvian and Chinese Mail Steamship Company's steamer *Peruvia* is now at Whampoa, which place it was advertised to leave some time since, but the difficulty of obtaining emigrants has been so great that the departure of the vessel had to be postponed and she will probably depart with cargo and some passengers for Honolulu. This failure to obtain emigrants for Peru is due to the attitude assumed by the Chinese officials at Canton. The Chinese in the Peruvian Treaty with China referring to emigration runs as follows:—"The Republic of Peru and the Empire of China cordially recognize the inherent and inalienable right of man to change his home; their citizens and subjects respectively may consequently go freely from one country to the other for the purposes of curiosity, trade, labour, or as permanent residents. The High Contracting Parties therefore agree that the citizens and subjects of both countries shall only emigrate with their free and voluntary consent; and join in prohibiting any other than an entirely voluntary emigration for the said purposes, and every act of violence or fraud that may be employed in Mexico or the ports of China to carry away Chinese subjects. The Contracting Parties likewise pledge themselves to punish severely, according to their laws, their respective citizens or subjects who may violate the present stipulations, and also to proceed judicially against their respective ships that may be employed in such unlawful operations, imposing the fines which for such cases are established by their laws." From this it is plain that no contract emigration is to be permitted, and the treaty was concluded, we presume, with the intention on both sides, to put a stop to that kind of emigration. The Chinese Government, which had hitherto never sanctioned, though it had suffered, any emigration from the Central Kingdom, has been after a great deal of trouble, roused to a sense of its duties to its subjects, and is now alive to the necessity of providing against their ill-treatment. It is quite right that the greatest vigilance and care should be exercised by Chinese officials to prevent any renewal of the old system of coolie emigration, and to see that the treaty with Peru is strictly adhered to.

But it is possible to go beyond the treaty and be unnecessarily obstructive, and this is urged—and it would seem not without reason—the officials at Canton have been. The would-be emigrants are separately examined in the presence of the Commissioner of Customs, and unless they can show not only that they are really willing to go to Peru but also prepared to pay their own passage money they are not admitted to be free emigrants. Now this course must in effect stop emigration almost entirely. The vast majority of those Chinese who are willing to go abroad to improve their fortunes are men who do not possess \$80, the passage money to Callao. They are anxious to emigrate, and willing to pay the passage money by instalments out of their wages, but they cannot find the ready money before leaving. If they could, it would be through the agency of a native coolie agent, and these men are not to be employed. Moreover, \$80 is a small fortune to the class of labourers wanted for Peru, and those possessed of such a sum would not need to go so far afield to improve their condition. It seems to us that it is somewhat unreasonable to make the payment of their passage money by intending emigrants a *sine qua non* before embarkation. It should by all means be distinctly ascertained that the emigrant is perfectly free, but, when

there is so much distress in China, it is great folly to raise insurmountable obstacles in the way of emigration to a country in urgent need of labour and ready to pay a high price for it. The Peruvians have, it is true, treated the Chinese badly in the past, but their Government now offers the strongest assurances of fair and equitable treatment in the future, and has gone to an enormous expense to procure a resumption of Chinese emigration under the auspices of a foreign firm bearing a thoroughly respectable character and entirely unconnected with the coolie emigration of former times. The Chinese Government having concluded a treaty with Peru in which emigration for purposes of labour is particularly stipulated, the rulers of Peru are entitled to ask that their pledges shall be accepted and a trial made of the new system of emigration, which entirely resembles that to the United States. If, after trial, the Peruvian plan is found, like the regard, to be incapable of changing his spots, and unwilling to accord the Chinese labourer just and humane treatment, then a final stop could be put to the emigration. Let the Chinese Government send a representative in the *Peruvia* charged to visit the plantations on which the Chinese are employed and make his report. He could at the same time see that the new emigrants entered into no engagements except of their own free will. He could, in short, quickly ascertain the *bona fides* of the Government and people of Peru in the matter. In a few months' time, of course, the Embassy now in Hongkong will reach Lima, but a Consul might be sent on in advance if the Chinese Government is loth to place reliance in Peruvian humanity. For our own part, we should be the last to advocate any emigration that seemed open to abuse, but it is so obvious the Peruvians have everything to gain by conducting the new emigration scheme on a system that will bear the minutest inspection that we think the Chinese Authorities should at least give it a fair trial. That they have not done so is to be regretted.

The delivery of the English mail was begun at 4.30 yesterday morning.

The *Piccola*, Captain Grafe, arrived at Hongkong on this port on the 2nd instant.

The *Cherryfield*, 17 screw corvette, Captain Charles F. Hotham, returned from the Aberdeen Dock yesterday morning.

The steamer *Norman*, British bark *Lord Macaulay*, and a new iron German bark *Nagasaki*, are loading at Hongkong.

Her Majesty's ironclad frigate *Shamoon*, Captain Grant, left Singapore for Japan, calling at Hongkong en route, on the morning of the 7th instant.

The German brig *Udo*, which left here on Thursday for Hilo, passed through the harbour yesterday morning, as she could not beat through the Ly-on-moon Pass.

We read the *Whitaker Review* in the *Standard* St. Petersburg circles that Russia intends raising the Kuldja Question until the present complications are over. There can be no doubt that the public would give support to such a scheme. In Shanghai and Singapore steam landings have already been started, and one would think, be very successful here.

We would draw attention to the advertisement in another column in which a steam laundry is offered for sale. This affords a good opportunity for starting a steam laundry company on a small scale and defying the ordinary laundrymen of the place. There can be no doubt that the public would give support to such a scheme. In Shanghai and Singapore steam landings have already been started, and one would think, be very successful here.

Return of visitors to the City Hall Library and Museum for the week ending June 12th—

Day	Visitors
Thursday	47
Friday	64
Saturday	78
Sunday	10
Monday	10
Tuesday	77
Wednesday	94
Total	384

The success of the British India Navigation Company, says the *Oregon Times* of the 24th ult., has tempted a number of Liverpool capitalists to form a rival company, under the name of the "Asiatic Steam Navigation Company," with a capital of £500,000 in 250 shares, for the purpose of carrying the mail service to the East. The new company, and of a Marine Insurance Company, Messrs. Turner & Co. of Liverpool, are to be the first managers.

By the *British Courier* of the 13th May we learn of the loss of the British bark *Alexander*, which was bound from Newcastle, N.S.W., to Siam (P), with eighty-one men on board. She left Newcastle on the 13th April and on the 14th at four o'clock in the morning she caught fire at Stephen's Island, in the Torres Straits. The fire is supposed to have been caused by spontaneous combustion amongst a quantity of incense on board. From the time of the discovery until the crew left the burning vessel was only eight minutes, the fire having gained such strong headway that the possibility of saving anything was abandoned. The crew of the vessel, the long boat having caught fire, and they made for Stephen's Island, where they fell in with a pearling boat belonging to Captain Howell, by whom they were taken to Thursday Island. The police necessities were provided for by the Police Magistrate, and they were taken on to Cooktown by the Eastern and Australian Mail Company's steamer *Jove*. The *Alexander* is among the list of vessels reported at Hongkong with coal, and some of the losses on board were, we believe, intended for this port. The destination given by the *Courier* is probably a mistake.

The following paragraph is cut from the *Whitaker Review* of the 8th ult.—"We learn from Hongkong, from official sources, that the Government has for the present abandoned its intention of reducing the European garrison, its decision being due in a large measure to the very determined opposition of the Chinese. The late Governor, Sir Francis Colborne, met the proposal. The idea of Sir Arthur Kennedy, the late Governor, was that the services of a battery of Royal Marines should be called for in place of the Line Regiment and Battery of Artillery which form the present garrison. General Colborne, however, strongly resisted all pressure brought to bear upon him, and even went to high grounds, when Sir Arthur Kennedy took his departure for Australia, it was remarked that Sir Francis Colborne was so much alarmed by the idea of a force of British troops being sent to Hongkong, and saw the damage which British troops might have suffered had they been sent."

We take the following items from the *London and China Express* of the 10th ultimo—  
The total of the China Funds held Fund is now £1,700,000, exclusive of the sums collected by Missionary Societies, &c.  
The annual meeting of the Messageries Maritimes Company will be held in Paris on the 20th inst., when the report and accounts will be published. The dividend to be declared will be 20 per share, making a total of £32,500 for the year.  
The *Tenar*, a large and powerful steamer, has been discovered. The crankshaft is fractured, and it will probably require six weeks for repairs.  
At the request of the British Government, and in the interest of the telegraphic communication between England and America, the Dutch Government has resolved to introduce a night service on the international telegraph line which runs through Java.  
The P. and O. steamer *Kaiser-i-Hind*, of 4,200 tons and 700-horse power (the largest and most powerful vessel of her fleet), was launched from Messrs. Harland and Wolff's shipyard at Belfast on the 10th inst. She is expected to be ready in about two months.  
We understand that His Excellency Samushime, the Japanese Minister in Paris, who lately arrived from Japan with special authority to negotiate with the Treaty Powers for a revision of the Treaty of Commerce and Consular Rights with the United Kingdom, the Minister of Foreign Affairs.  
Major-General Pauline Whittingham, C.B., late 4th Earl of Salisbury, has been promoted to Major-General. He retired in November, 1852, and became major-general in 1855. He served as aide-de-camp to Sir Hugh Gough throughout the operations of 1842 in China (Mushu).

Commander Ashley Le Touche, who has been awarded the Naval Crossed Ribbons, recently by the death of Commander Hodgkin, was a Lieutenant of 1840, and became retired commander in 1868. He served as midshipman in the *Blonde* at the taking of the Mores in 1825, was aide-de-camp to the Governor of Hongkong, the *Boona Tigra* in the China war of 1829, and served in the *Revenge* at St. Juan d'Acre in 1840.

Two Japanese, Umakuni and Kitaruma Decham, have just left Berlin, where they have been employed since 1877, in a large manufacturing of metal and hardware in teaching the Japanese method of casting and forging the metal. The two gentlemen from the Far East are well pleased with their sojourn in Berlin. They are travelling in Paris, in order to visit the Exhibition, and the members of the Chinese Mission to Japan, and the members of the Chinese Embassy at Berlin are Roman Catholics, and have been daily at St. Hedwig's, the Catholic church.

In December a singular accident happened in the Thames. During a fog the Chinese screw steamer *Fusi Yama* was coming up the river, when, in consequence of the fog, she struck the machinery, and the screw and propeller were forced out of the water. The fog concealed the real nature of her movements from the *Moss* coming up behind, which became impaled on the *Fusi Yama*'s bow. When the incident occurred the *Moss* was on the shore the *Fusi Yama* attempted to pass inside them, and was struck by the *Moss*. The Admiralty Court has decided that the *Fusi Yama* was responsible for all the mishaps.

The latest mail advice received from Hongkong March 24th, Yokohama 25th, Manila 26th, Shanghai 27th, Hongkong 28th, and the P. and O. mail, from Yokohama 28th, Shanghai 29th, Hongkong 30th, and the P. and O. mail, from Yokohama 31st, and the P. and O. mail, from Yokohama 1st, and the P. and O. mail, from Yokohama 2nd, and the P. and O. mail, from Yokohama 3rd, and the P. and O. mail, from Yokohama 4th, and the P. and O. mail, from Yokohama 5th, and the P. and O. mail, from Yokohama 6th, and the P. and O. mail, from Yokohama 7th, and the P. and O. mail, from Yokohama 8th, and the P. and O. mail, from Yokohama 9th, and the P. and O. mail, from Yokohama 10th, and the P. and O. mail, from Yokohama 11th, and the P. and O. mail, from Yokohama 12th, and the P. and O. mail, from Yokohama 13th, and the P. and O. mail, from Yokohama 14th, and the P. and O. mail, from Yokohama 15th, and the P. and O. mail, from Yokohama 16th, and the P. and O. mail, from Yokohama 17th, and the P. and O. mail, 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tionists, accompanied by our interpreter and settlement, came on board. Among other things, they asked the captain on what business he was, and also about the vessel. They said they were going to try a war with the Chinese, if they pleased. I told them that the only war has arisen at the port of Hoshu in the province of Chihai, originating in the existence of rice. The staple production of the province is rice and wheat. It is stated that the officials received authority from the Government to purchase 20,000 *lots* of rice to be exported to China. The arrival of these British vessels in the harbour of Hoshu was only followed by a famine in the province, and other grain, and the poorer classes starved. The rumours that were spread among the merchants added to the disturbance. On the 14th instant, the people assembled in the harbour with the intention of attacking the shipyard. It is reported that the police was despatched to quell the outbreak, and further particulars of the matter are being sent to advices from Kanagawa. Ishikawa, of the 17th Min, the export of rice to the benefit of the famine stricken populations has caused much trouble among the agricultural classes in the province. The export of rice has risen considerably. This has caused great excitement among the farmers of the various villages throughout the province of Kaga because so riotous, that a body of soldiers was called out to guard the Kanoh at the mouth of the 17th instant, and the streets were guarded by the police. The Government of the Home Minister was received news, and gave rise to various late rumours, and more time the citizens of Kanagawa were

... at some of the local officials were arrested  
... lance with instructions received by tele-  
... am Tokio

**'THE PHILIPPINES**

**MANTILA.**

[FROM A CORRESPONDENT.]

Sat. May,

The morning's paper *El Comercio* has the following: The Canton House guards have been killed and cases of opium were found on the English steamer *Gunga*. Said was bound to Batavia, and arrived at "in distress."

The style in which the Mantila Press handles a matter, which is nothing more or less than a robbery. The facts of the case as follows—The steamer *Gunga* sailed from Hongkong on the 20th instant with a crew of Chinese and Chinamen. They were unfortunate enough in making down the China Sea to strike on a reef off Cagayan Island near the S.W. coast of Luzon. The vessel was wrecked and details of what happened there, but it is said that after throwing over-board a small part of her cargo so as last loaded up with a short of coal and actually in distress. The captain determined to return for Manila, and here on the 28th instant. Through the application was made for permission to call, which was granted, but it was intimated that a manifest would be prepared. Authorities were told that it was impossible, captain had, in the confusion which never-ending loss that document. Nevertheless some kind of a manifest was insisted upon by the captain and the principal articles constituting his cargo. He omitted to note the opium, not on purpose simply from forgetfulness. The poor fellow considered what had happened to him being told that the manifest demanded *vel pro forma* he jotted down the first thing that came to his memory. The steamer was coaled and despatched by the agents, leaving early next morning. The official came on board and asked to be permitted to inspect the ship. He was taken

ized, besides some packages containing  
all of which he said was confiscated,  
they were not entered on the Manila

counted goods are now in the Manila House, and the following "quiescent" controllers—supposing the goods had not (I am now daring to presume that they) property) between the *Gunga* and the who would have been responsible for their some \$20,000 to \$30,000? Supposing they had destroyed them, would I could them? And these suggest a host of in regard to the responsibility attaching Spanish Authorities for this outrage.

This is in Trinidad, and the question due to whether he intends to go away with goods or remain and fight it out I do not, but the foreign residents would be as much high-handed business stopped. I hope the A. S. will send over a to exact satisfaction.

This is not all. The steamship *Emeraldia* here this trip was sequestered, and the was ordered to open his safe and desk, in was found in cottons and cloths, and \$500 in cash and Hongkong banknotes, not being on the manifest were confiscated. It is only right, however, to say that the was a cargo, and the cargo was complete seal of the official who did it. re-appoints to be tolerated? I should be and in regard to the *Gunga* it is to be sent the British Government will teach them that such things are not to be to occur, unfortunately British vessel in dis- such a style again. Regular traders and residents know what the Spaniards need not come here unless they choose, and all distresses that arise from them are obliged to, and civilized nations obliged to respect them.

Spaniards have got very far down from being reported to have been in days ago. It never occurred to me to imagine they would be guilty of robbing a vessel.

—Last June.

The *Gunga* outrage," is the talk of the non-official portion of the Spanish com- appear to be with us in condemning the authorities. No satisfaction has been given, and the haul being a big one from the *Gunga*.

to disgorge it. What a pity the  
is not under the German flag; but then,  
e, it never would have happened for the

...and have a wholesome dread of Prince  
...and would not have dared to do what  
...to the Government. The man  
...would have settled such a matter in a  
...the British flag, and in question being  
...the British flag must await the pleasure  
...authorities.

Sri Juna  
...Spanish Authorities have finally decided  
...upon the option, but are quite willing to  
...a seasonal procession on Lar voyage on the  
...being a head of the Government  
...upon to go so. So that they not only  
...safety; silk, etc., seized, but actually  
...sanction to demand a heavy fine besides.  
...there, as far as I can see, lies in a nutshell.  
...Government because of the  
...international law, and juggle the case by  
...us, as if the *Gunga* were a regular trade  
...ship. Yesterday the British Acting Consul  
...new with the British Government, and  
...connected, and the meeting is understood to  
...be a stormy one. It is public and note-  
...d at the Acting Consul and the foreign  
...community generally were all grossly  
...in this official line of conduct. When  
...the Governor-General said that he knew  
...foreign merchants were in the habit of  
...in this official. This of itself is a serious  
...one, but I do not dare to think that the  
...Governor-General of the Philippines would  
...sufficient common sense to have known  
...a sweeping ascription, totally untrue by  
...refute more on his own countryman  
...the foreigner. The Governor-General  
...Bribery and corruption is the order of  
...no doubt, in these Islands, but the de-  
...of the *Gunga* in proof positive that some  
...at least objects to the sailing of the  
...the *Gunga* been less pious in this  
...dock, this unfortunate and disgraceful  
...novel would have happened. The  
...the light would have retained their body,  
...with England, and the British Govern-  
...to allow her subjects to be plundered  
...way.

"Bartleley, Sept. 1893.—(Gentleman, I feel it  
...to you to express my gratitude for the great  
...I have received today from the Government  
...applied to your agent, Mr. E. B. Bartleley, for  
...named Pills for what I in the stomach, from  
...and the result is that I have been cured  
...and nearly every remedy prescribed and with-  
...any beneficial at all. After taking two bottles  
...the Pills, I was able to return to my usual  
...and health. Please give this publicity for the benefit  
...of the public may thus be afforded. S. R. Squire  
...the Aptos—see the "Aptos" for  
...BARTLEY'S PILLS."  
...[AUG. 1893 Sept. 8]



